



RESOLUTION

ESTABLISHING A POLICY FOR THE CONDITION OF CITY ROAD STANDARDS.

WHEREAS, in 2009, the American Society of Civil Engineers gave the nation's roads a grade of "D-"; and

WHEREAS, according to the report "Repair Priorities: Transportation spending strategies to save taxpayer dollars and improve roads" (June 2011, Smart Growth America/Taxpayers for Common Sense, hereinafter "Report"), "Rehabilitating a road that has deteriorated is substantially more expensive than keeping that road in good condition."; and

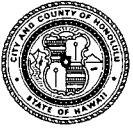
WHEREAS, the Report also notes that "Investing in repair and preservation does more than make headway on an inevitable problem; it actively reduces the scale of future costs. According to the American Association of State Highway and Transportation Officials, every \$1 spent to keep a road in good condition avoids \$6-14 needed later to rebuild the same road once it has deteriorated significantly."; and

WHEREAS, the Report recommends that jurisdictions align transportation policies with capital spending decisions to make sure roads are kept in good repair by implementing certain actions including:

- Using benchmarks to help prioritize which roads need immediate repair and measure how the system is performing;
- Establishing high but achievable condition targets. Once a high standard is set, maintenance and capital improvement programs can be developed to meet these targets, measure progress toward goals over time, and make funding decisions accordingly; and
- Focusing attention on heavily used roads which require more frequent repair and preservation, and currently account for some of the worst conditions in the country. Ranking and prioritizing preservation projects—with the help of criteria such as traffic volume and rate of pavement deterioration—allows for the development of effective pavement preservation schedules that ensure resources are going to the roads that provide the greatest benefit;

and

WHEREAS, municipalities use various standards to establish goals and measure performance with respect to road quality and conditions, including metrics such as the



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 12-35, CD1

RESOLUTION

Pavement Condition Index (PCI), International Roughness Index (IRI), Pavement Condition Rating (PCR), Pavement Quality Index (PQI), Pavement Serviceability Index (PHI) and the Present Service Rating (PER); and

WHEREAS, although the Report states that in Hawaii only 10% of all major roads are in good condition, the State Department of Transportation has reportedly proposed a state goal of having all roadways in the statewide highway system reach and maintain a PCI of 80 or higher (on a 0-100 scale; 25 = very poor, 40 = poor, 55 = fair, 70 = good, 85 = very good, 100 = excellent) by 2021; and

WHEREAS, ample City resources are dedicated and used for Honolulu roadways as reflected in the fact that:

- Honolulu road maintenance crews laid down 25,548 tons of asphalted concrete and patched 41,505 potholes in FY 2010; and
- \$77 million has been appropriated for the rehabilitation of streets in the City's FY 2012 capital budget;

and

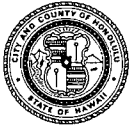
WHEREAS, despite the fact that large amounts of resources are committed to Honolulu roadways, the City has not established a policy for City road standards; and

WHEREAS, the Council finds that the establishment of a policy for City road standards is long overdue and would assist in ensuring that City roads are maintained in good condition, projects are ranked and prioritized using objective criteria, and taxpayer dollars provide the greatest benefit; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the City hereby establishes a policy for the condition of City roads to have an average network Pavement Condition Index of 80 or higher and that no single road have a Pavement Condition Index of less than 60; and

BE IT FURTHER RESOLVED that the Administration is requested to work with the University of Hawaii and pavement industry experts to implement the road standards policy, and ensure that the City's road maintenance program incorporates:

- Challenging but realistic deadlines to achieve these standards that take into account the State's ten-year deadline; and



RESOLUTION

- Input and feedback from the University of Hawaii and pavement industry experts;

and

BE IT FURTHER RESOLVED that the Mayor is requested to annually notify the Council, at the time the Mayor presents the executive budgets for the Council's review, the extent to which the Mayor's proposed appropriations for road maintenance will achieve the City's road standards in the budgeted fiscal year; and

BE IT FINALLY RESOLVED that copies of this Resolution be sent to the Mayor; the Managing Director; the Directors of Facility Maintenance, Design and Construction, and Transportation Services; and the University of Hawaii.

INTRODUCED BY:

Stanley Chang

DATE OF INTRODUCTION:

January 31, 2012
Honolulu, Hawaii

Councilmembers

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

RESOLUTION 12-35, CD1

Introduced: 01/31/12 By: STANLEY CHANG

Committee: PUBLIC WORKS AND
SUSTAINABILITY

Title: RESOLUTION ESTABLISHING A POLICY FOR THE CONDITION OF CITY ROAD STANDARDS.

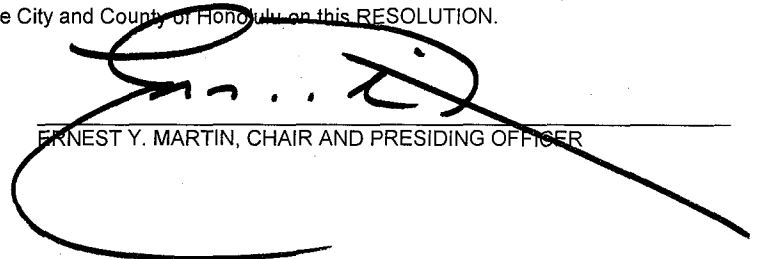
Links: [RES12-35](#)
[RES12-35, CD1](#)
[CR-72](#)

Voting Legend: Y= Aye, Y* = Aye w/Reservations, N = No, A = Absent, ABN = Abstain

PUBLIC WORKS AND SUSTAINABILITY	02/08/12	CR-72 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION AS AMENDED IN <u>CD1</u> FORM.		
COUNCIL	02/15/12	CR-72 AND RESOLUTION 12-35, CD1 WERE ADOPTED.		
ANDERSON Y	BERG Y	CACHOLA A	CHANG Y	GABBARD A
GARCIA Y	HARIMOTO Y	KOBAYASHI Y	MARTIN Y	

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.


for BERNICE K. N. MAU, CITY CLERK


ERNEST Y. MARTIN, CHAIR AND PRESIDING OFFICER